

CITIZENS TRANSPORTATION OVERSIGHT COMMITTEE

A Citizens Transportation Oversight Committee meeting was held on **Tuesday, January 18, 2000 at 5:00 p.m.** at the Arizona Department of Transportation, Transportation Board Room, with William G. Beyer, Chairman, presiding.

All Members Present:

William G. Beyer, Chairman
Brian Campbell, Member-At-Large
Scott Newton, Maricopa County District 1
Leo Mahoney, Maricopa County District 2
Ron Gawlitta, Maricopa County District 3
Paul Schwartz, Maricopa County District 4
Isaac Serna, Maricopa County District 5

Others Present:

Kwi Kang, ADOT
Kathleen Morley, ADOT
Joe Ryan
Victor Riches, Senate
Darden C. Hamilton, Senate
Caraly Foreman, ADOT
Mary Peters, ADOT

Ed Johnson, Youngtown, Arizona
William C. "Blue" Crowley
Floyd Roehrich
Dan Lance, ADOT
Victor Mendez, ADOT
Dick Wright, ADOT

1. Call to Order

The Citizens Transportation Oversight Committee meeting was called to order at 5:00 p.m. by Chairman Beyer.

2. Approval of Minutes of the November 16, 1999 Meeting

Chairman Beyer called for a motion. Brian Campbell moved to approve the minutes for the November 16, 1999 CTOC meeting. Paul Schwartz seconded and the motion carried unanimously.

Comments

Chairman Beyer advised that Senator Darden Hamilton (Item 5) would be addressed at this time.

5. High Occupancy Vehicle (HOV) Lanes

Senator Hamilton addressed the Committee regarding High Occupancy Vehicle Lanes. Senator Hamilton stated that he resides in and represents District 16 in the Senate. Senator Hamilton also serves as the Vice Chairman on the Senate

Transportation Committee. Senator Hamilton stated that he has to deal with Black Canyon Freeway (Interstate 17) from Peoria south to the big stack (I-10), east to the short stack (Loop 202/51/I-10) on a daily basis. Senator Hamilton described this section as 12 miles of the worst traffic in the state of Arizona. Senator Hamilton stated that this section has the slowest commute morning and evening traffic of any section of roadway in the state of Arizona.

Senator Hamilton informed of the I-17 Design Build, which is making Interstate 17 four lanes in both directions. Part of the funds that are being used on this project are Federal funds, which required Arizona to make that added lane an HOV Lane. The HOV lane may be used as a tool. There are tools that are useful in certain places and at certain times. HOV lanes, in certain places and at certain times, are good things, but at other times they can cause more damage than they actually solve.

Senator Hamilton stated that motor vehicles are moving to idle, sitting still or slowly moving, the engine will produce more pollutants, about 4 grams per minute of pollutants are created on idle. When the engine is going 35 miles per hour, that engine will produce less pollutants, approximately 1/3 to 1/5 as much.

HOV lanes, according to ADOT's testaments, are going to have about 10 to 12 percent of the traffic; 10 percent the first year moving up slowly to 13-14 percent after about 5 years. Basically, in a situation where you have four lanes, you have a lane that is able to handle 25 percent of the flow of the traffic that has been limited to 10 percent traffic flow, which is roughly 40 percent of the capacity of that lane, instead of the 100 percent of the capacity if it were being used as a General Purpose Lane. If the additional lane on Interstate 17 was used as a General Purpose Lane, all of the vehicles will move faster. If it's used as an HOV lane, a very small percentage of those vehicles will be moving faster with the rest of the vehicles will be setting there producing 3 to 5 times as much pollution as they would going 30 miles per hour.

The tool for an HOV lane is a very useful tool if the traffic is moving 30 miles an hour or better. It still acts as an incentive for folks who want to go 60, 55 depending on where you are. "The point is here, is that if you use the wrong tool in the wrong place, you end up doing more harm than good." You've got 150,000 vehicles that are producing pollution at 3 to 5 times the rate that they otherwise would in order to let 15,000 vehicles move at their most efficient range. You are going to have a net loss in air quality in that area.

Senator Hamilton stated that the exact area described above (I-17) was the area that caused the IM 240 crises. The sensors that tripped and caused the IM 240 to come into being for Maricopa County were located just east of the intersection of Grand Avenue and Indian School Road, less than a mile from where we're trying to keep our vehicles tied up in slow moving traffic.

Senator Hamilton added that three new lanes will be added to Interstate 17; however, these lanes will not be added until approximately 2010, maybe 2008 before the freeway is expanded again. "We're not the first to do this job. If we were to convert these HOV lanes to general purpose lanes, it will increase the use of that lane 60 percent, increase the speed of the vehicles that are moving down I-17, and thereby improve air quality in the area. This is the most crucial place in this state for air quality."

New Jersey had the same problem, petitioned the Federal Government to allow them to change the HOV lanes to General Purpose Lanes. New Jersey was successful in doing so, as a result they freed up their infrastructure, they allow more cars to get up to the 30 mile an hour speed (where their engines are operating more efficiently). It did not cause any more traffic congestion. In fact, it improved traffic congestion, traffic situations. Senator Hamilton is purposing a 12 mile stretch to be converted to general purpose lanes (Interstate 17, Peoria south to the I-10 intersection, between the I-10 intersection and Loop 202 intersection). Senator Hamilton stated that New Jersey's traffic flow has improved, they have had no problems in meeting the federal air quality requirements.

Senator Hamilton stated that he has made a case to our Congressional Delegation and already has support from John Shadegg, J.D. Hayworth and Jon Kyl. He doesn't feel that it would take much to get the rest of the Congressional Delegation involved when they see the basic sense that this makes.

Comments

Brian Campbell stated that he was a big champion of this position and believes it's something that needs to be pushed. Mr. Campbell inquired as to whether Senator Hamilton has spoke with Bob Hollis of FHWA regarding his position. Senator Hamilton stated that Mr. Hollis' position is that the policy of the Federal Government is HOV lanes; therefore, he will stand up for HOV lanes—"that's their policy. It's the same policy whether you are in New Jersey, New York, Illinois, Los Angeles or Phoenix. That's a federal government position that—that's their policy and he's not going against his own policy." Mr. Campbell stated that he has great respect for Mr. Hollis and he believes that if "we can bring the Congressional Delegation to the table, I think we can draw a lot of support." Mr. Campbell informed that the FHWA has decentralized and give the local people a lot of say so. Mr. Campbell believes that Mr. Hollis' voice will carry a great deal in Washington as we try to make this petition. "Keep Bob in the loop and keep working with him." Mr. Campbell will also work with Mr. Bob Hollis. Senator Hamilton further informed that he has support from Mayor Rimza's office, Mayor Lindall, Mayor of Peoria and all the cities in that vicinity who are effected by this decision. "We have complete support from the west side cities."

Ron Gawlitta inquired if the state of Arizona were to go ahead on their own, what would this do to Arizona's entitlement to Federal funds. Senator Hamilton stated that Arizona would lose federal money. Chairman Beyer stated that Arizona would have to "follow the drill to get an exemption."

Ron Gawlitta inquired whether research had been conducted regarding the egress/ingress lanes used in Albuquerque, New Mexico. Chuck Eaton will research prior to next regular CTOC meeting.

Leo Mahoney inquired as to why that 12 miles was chosen. Senator Hamilton stated that this section has the slowest average speed during the morning and evening rush hours in the entire state of Arizona.

Chairman Beyer requested that transcription of Senator Hamilton's presentation be sent to CTOC members as soon as possible.

Senator Hamilton stated that he has a bill that he has floated around. It presently has been signed by every, I believe, every member of the Transportation Committee at this point. It is supported very heavily by the west side people, the people that are most familiar with the problems. There is no bill number at this time.

Chairman Beyer stated that he additionally supported Senator Hamilton's position. Chairman Beyer stated that one of the most frustrating things in the world about that HOV corridor that we presently have is "watching this empty HOV corridor with the exception of those that are abusing it by driving along with one driver."

Senator Hamilton stated that an informal number that estimates indicate that 48 percent of the drivers on the HOV lane during rush hour are illegal.

Leo Mahoney inquired as to how much federal funds would be lost and if so, is the Legislature prepared to figure out a way to make up for it. Senator Hamilton stated that if the state went ahead "without permission" that federal funds would be lost; however, the bill that Senator Hamilton is sponsoring should not lose any federal funds. New Jersey did not lose any federal funding whatsoever.

Paul Schwarz stated that this will make 4 lanes on Interstate 17. Sooner or later, 5 and 6 lanes will be needed. It might be time to research rapid transit methods of transportation.

Brian Campbell moved to support Senator Hamilton's bill and that Chairman Beyer be authorized to work with the Senator and Legislature in lending whatever support CTOC members can in efforts to see that the bill is passed. Ron Gawlitta seconded and the motion carried unanimously.

3. Staff Report

Chuck Eaton addressed the Committee regarding the 2000 Performance Audit. The Request for Proposals has gone out. The Auditor General's Office will be selecting a consulting firm to conduct the audit in the near future. The final report for the Financial Compliance Audit was distributed to the Committee via the Agenda packets. "Basically, the report is favorable and in good order."

Previous Issue Updates

-Crescent Run Community-ADOT has met with these residents, reviewed the plan and is currently in the process of acquiring the right of way necessary for the project.

-Colony By the Green Community-ADOT has advertised the sound wall project on the Red Mountain Freeway. This project will be under construction in March 2000.

-Carriage Lane Community-ADOT has met with these residents regarding sound walls on the Price Freeway, south of US60. The plan is to wait until the freeway construction is completed to the south. Once traffic is at its full level, a new sound wall test will be conducted.

Mr. Brian Campbell advised of the outstanding effort of ADOT's Noise Mitigation Section in responding to the Carriage Lane Community. Mr. Campbell stated that he took an aggressive approach trying to find errors in the noise projections and could not.

-Grand Avenue Major Investment Study (MIS)-Mr. Eaton stated that he spoke with Ms. Diane McCarthy of Wesmarc. Ms. McCarthy advised that Wesmarc was in full support of the final report. Additionally, extensive public outreach was carried out on this project; solicited approximately 80 community groups, Chambers of Commerce, neighborhood meetings, service clubs and other civic organizations. Of the 80, 13 presentations were requested and made. The City of Phoenix, Neighborhood Services Department provided this mail list to the consultants for contact purposes. Alhambra and Maryvale Village Planning Committees were not included on this list. The Maryvale Unite and the Maryvale Blockwatch groups were included. Two public meetings were held and surveys were taken at Community Groups and public meetings and on the Internet.

-Bicycle considerations-Mr. Eaton stated that he had conducted a fair amount of gathering information related to bicycles, which included copies of the MIS report that related to consideration for bicycles, copies of Federal and State policies of projects proposed for this region (refer to handouts enclosed). **Please review this material for comments and statements at a CTOC meeting in the near future.**

-Loop 101 east half of the I-17 interchange; recently completed the mainline paving, the west to south and north to east ramps are expected to open in April 2000, with a final project completion expected in June 2000.

-I-17 Design Build project is continuing on schedule. The bridge work and crossroad work at Camelback have been completed. Currently, Camelback and Glendale ramps will be opening in stages between now and the end of February. When those ramps open, Bethany Home ramps will be closed.

No major completions or advertisements have taken place in the last month.

Upon inquiries regarding the realignment plan for I-10 Maricopa Road traffic interchanges; Mr. Eaton stated that the interchange needs to be reconstructed. The Gila River Indian Community is looking at redeveloping that area and the idea is to match the traffic interchange crossroad to the street plan.

4. Legislative Report

Jennifer Macdonald had a minor emergency and had to rush home; therefore, Mr. Dick Wright addressed the Committee regarding the Legislative Report.

Two pieces of Legislation that ADOT is running this year:

-Increasing the number of projects that ADOT would like to build using the Design Build Concept (there were five, ADOT is asking for five more).

-Making the A + B bidding concept a full time tool that ADOT can use.

Brian Campbell made a motion that CTOC members would lend “strong” support to ADOT in getting the Design Build Concept and A + B Bidding Concept Legislation passed. Leo Mahoney seconded and the motion carried unanimously.

Upon inquiries regarding the State Route 85 being included in the Design Build Concept projects, Mr. Wright advised that primarily passing lanes will be added to State Route 85. Mr. Gawlitta stated that emphasis must be placed on State Route 85. Mr. Eaton stated that currently, there is approximately \$37 million of project work in the five year program that consists of an \$11 million job in 2002-2003 to address safety concerns south of the prison; \$25 million that was part of the MAG program. Subsequent to the scoping and hearings taking place this month, determination of projects will then added. In 2005, a widening project of State Route 85 has been added. Dan Lance stated that the Design Build Legislation does not specify which projects will be used for Design Build, therefore, State Route 85 widening might be a candidate.

5. Status of US60 Superstition HOV Widening

Floyd Roehrich addressed the Committee regarding the status of the US60 Superstition HOV Widening Project utilizing overhead projection materials (refer to handouts).

This project originated from a Major Investment Study conducted by the Maricopa Association of Governments (MAG) that was conducted in 1996, progressed into a Design Concept Report and Environmental Assessment and from there it is progressing toward a Design Build Project to begin construction next year.

Objectives: Reduce congestion and improve safety and air quality by improving traffic operations with construction of HOV and general use lane

Study Limits: Junction I-10 to Power Road

Study Recommendation:

- I-10/US60 HOV Connection
- Median HOV lane in each direction from Junction I-10 to Power Road
- One additional general use lane in each direction from Priest Drive to Loop 101 traffic interchange
- Two additional general use lanes in each direction from Loop 101 traffic interchange to Val Vista Drive
- One additional general use lane in each direction from Val Vista Drive to Power Road
- Auxiliary lanes throughout
- Estimated cost: \$360.3 million

Funding constraints require a phased implementation of the recommended alternative.

Public and political input were taken into account and modifications to the recommended alternative were made.

Phase 1 Implementation:

- I-10/US60 HOV Connection
- Median 12 foot HOV lane in each direction from Junction I-10 to Val Vista Drive
- Widening on the mainline and ramps for 12 foot lanes and full shoulder widths from Priest Drive to Loop 101 traffic interchange
- Two additional general use lanes in each direction from Loop 101 traffic interchange to Gilbert Road

- One additional general use lane in each direction from Gilbert Road to Val Vista Drive
- Auxiliary lanes throughout
- Estimate cost: \$263 million

Current Status:

- Design Concept Report (DCR) and Environmental Assessment (EA) finalized by Spring 2000
- Coordinate selected alternative for inclusion in MAG Transportation Improvement Program (TIP)
- Future programming for segment from Val Vista Drive to Power Road
- Submit EA to the Federal Highways Administration (FHWA) for approval after TIP adoption in July 2000
- Cash flow of \$263 million estimated cost

Schedule:

- April 2000 – Advertise Design-Build (request for quotes/request for proposals)
- June – Shortlist three design-build firms
- July/August- Start technical proposals after TIP adoption & EA approval
- November - Technical proposals due
- January 2001 – Selection and award of design-build project
- February – Construction starts (36 month duration)
- January 2004 – Construction complete

Typical section will maintain a 10-foot inside shoulder, full 12 foot HOV, through lanes and auxiliary lanes

Upon inquiries regarding the impact of traffic flow while construction is taking place, Mr. Lance stated that none of the bridge structures are being replaced. Barriers will be set--most of the work would be happen either behind barriers during the day or at night—fairly minimal impacts on traffic except night closures to set the barrier and do major restriping. This project will be similar to the I-17 Design Build Concept.

A 20-year modeling effort is being used on this project; therefore, this study showed the statistics as Loop 101 and Loop 202 completely open to traffic.

Upon inquiries regarding HOV lanes, Mr. Lance stated that MAG and ADOT have adopted an HOV strategy on US60, SR51, I-10, Loop 202. A joint study is currently being conducted between MAG and ADOT looking a future uses of HOV lanes system wide, including the potential for Value Lanes or Toll Concept. Mr. Lance stated that this is a practical issue. The HOV Concept is to provide

incentives to get people in buses and carpools instead of Single Occupancy Vehicles. Without that, there is no incentive to team up with someone or to get on a bus. Mr. Lance added that the concept of the HOV Lanes is part of the modeling for the air quality conformity analysis.

Brian Campbell inquired as to the possibility of constructing the ultimate wall positions with an ultimate cross section for the freeway, at which time Mr. Lance informed that this will continue to be considered over the next two months through both the MAG Regional Council and the State Transportation Board.

Brian Campbell made a motion that CTOC be on record as supporting the widening of the walls to their ultimate configuration on the US60 Superstition Freeway project, which would save \$19 million in doing it right the first time and that this support be relayed as CTOC representation on the MAG Regional Council. Ron Gawlitta seconded and the motion carried unanimously.

Dan Lance advised that in the Mesa section, the walls will be moved back for the ultimate configuration. Mesa has offered to participate in the advanced construction of the SOV Lanes in Mesa by paying \$2.6 million in interest cost associated with the funding advancement. Mr. Lance expressed his thanks to the City of Mesa for their efforts in this matter.

7. Draft Tentative Life Cycle Program

Chuck Eaton addressed the Committee regarding the MAG Region Program for FY 2001-2005 (refer to copies).

MAG Region Program consists of two components:

-Regional State Highway System Program (not on the Regional Freeway System)

MAG Funding Estimate 2005 = \$207 million

Regional Freeway System: = -\$50 million

MAG Lump Sum Estimate: = -\$34 million

Total Available to Program = \$123 million

- MAG Members submitted Projects
- Joint ADOT and MAG Staff Project Prioritization and Selection
- Identified list of projects proposed for funding in FY2005
- Submit to Board & MAG Committees for review and comment

Proposed Projects FY2005

US60	I-10 Traffic Interchange	HOV Ramps	\$33.0 million
US60	Grand Avenue	Interchange	
		Improvements	\$17.0 million
US60	I-10 – Val Vista	HOV Lanes	\$17.2 million
I-10	40 th St – Baseline	CD Roads	
		Phase I	\$40.0 million
SR85	Jct I-8 – Jct I-10	4 lane divided	
		Phase 3	\$10.0 million
US60	Gilbert Road	Dual Lt. Turns	\$1.70 million
I-10	Warner Road	Dual Lt. Turns	\$0.15 million
Loop 101	Union Hills	Dual Lt. Turns	\$0.15 million
Statewide	Regionwide	Fwy Service	
		Patrol	\$0.75 million
Statewide	Regionwide	Safety Mgmt	
		System	\$0.35 million
Statewide	Regionwide	Park & Ride Lots	\$3.00 million

-Regional Freeway System Life Cycle Program

- Similar to previously approved 2007 Accelerated Program
- Includes project specific schedule for Grand Avenue
- Addition of design features, some previously deleted
- Updated revenue forecast and costs

Proposed Grand Avenue Project Schedule

27 th Avenue/Thomas Rd	Start: 2001	Open: 2003
91 st Ave. ramps at L101	Start: 2001	Open: 2003
43 rd Avenue/Camelback	Start: 2003	Open: 2004
51 st Ave at Bethany Home	Start: 2003	Open: 2004
Maryland at 55 th Avenue	Start: 2003	Open: 2005
67 th Avenue at Northern	Start: 2003	Open: 2005
Olive at 75 th Avenue	Start: 2003	Open: 2005
59 th Avenue at Glendale	Start: 2004	Open: 2006

Added Design Features (\$81 million)

Lanes restored (6 lanes)	\$22.0 million
Red Mountain	<i>Bush to US60</i>
Santan	<i>SR87 to Power</i>
FMS Infrastructure	\$ 9.5 million
Auxiliary Lanes	\$ 4.8 million
Lighting	\$ 9.6 million
Noise Walls	\$32.3 million
Median Barriers	\$ 3.2 million

Cost Increase Summary

Construction:

New Features:	\$81 million
Grand Avenue:	\$29 million
Cost Updates:	\$42 million

Right of Way

Grand Avenue	\$23 million
Cost Update	\$83 million

Design

Grand Avenue	\$1.0 million
Cost Update	\$8.0 million

TOTAL	\$267 million
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FY2000 Program Changes

- Grand Avenue Corridor Revisions
- R/W BFO Adjustment
- Preliminary Engineering Increase (\$0.5 million)
- Scottsdale Road – Pima Road Design Cost Increase (\$0.12 million)

FY2001-2005 Program Status

- Reviewing and Refining Costs
- MAG Managers approved for public comment
- Refining cash-flow analysis

FY2001-2005 Program Schedule

01/06/00 – Board Study Session, review of proposed tentative programs

January 2000 – MAG review and approval of proposed tentative programs

February 2000 – PPAC & Board approval of tentative programs

March 2, 2000 - **Joint MAG / Board / RPTA / CTOC Public Hearing at
MAG offices at 9:30 a.m.**

March – April 2000 – Air Quality Conformity

Upon inquiries regarding a realignment of the South Mountain Loop 202 from 59th Avenue to 99th Avenue, Mr. Bill Hayden stated that the Gila River Indian Community would have to support a realignment. A task force consisting of MAG, City of Phoenix, Maricopa County, ADOT and the Gila River Indian Community has been formed to re-assess this alignment, i.e. what type of environmental assessment will be needed and funding sources available.

8. Cooperation & Mutual Understanding in Highway Planning

Joe Ryan addressed the Committee regarding planning, alignment, negotiation and condemnations. Mr. Ryan stated that if you first do your design, then get the alignment that will eliminate the possibility of negotiation, then you go to condemnation and what the price should be. Mr. Ryan stated that if you look at the real world of business, there is a bunch of landowners on one alignment and have the possibility of transportation on one side. Two miles to the other side, there is more landowners who have the possibility for transportation to go through their property. “What do you think they’d pay you to run it through their property?”

Mr. Ryan stated that now is a good time to build rapid transit infrastructure in Arizona. Mr. Ryan noted that trolley tracks that covered most streets of the Eastern Coast cities have been eliminated. Street cars operating at grade level slowed auto traffic and was a major cause of multi-modal and pedestrian accidents. The current plans of the Maricopa Association of Governments placed trolley car operations in the middle of Tempe streets. In Tempe, MAG believes that US60 should not be widened to twelve lanes. Documents of MAG and related organizations, published under the names of Valley Connections and Transit 2000 acknowledge the fact that the public wants rapid transit. While forcing through traffic and slow street car operations, MAG and the City of Tempe are perpetuating the congestion that already exists on US60 between Phoenix

and Mesa. Concurrently, the access road that lead to and from US60 are blocked by backups on that major arterial highway. Opportunities to provide for private auto and common carrier bus connections with many express bus services on US60 are eliminated.

Mr. Ryan informed that there is no way to stop the immigration in this free country. Long before the population around Phoenix reaches 12 million people, how will they reach the needed facilities of Arizona's Big Apple. The answer will result from coordinated planning of the infrastructure. The key ingredient for the convenience of a transportation mode is the amount of time it saves. High speeds not only save time, but also reduce costs and enable to move more traffic through a given space, like the land of Tempe. Another ingredient of convenient transportation service pattern is to support each trip receives from hundreds of different markets. The more time a single market is served during a 24 hour period, the greater the proportion of residents will discover using common carriers as both more convenient, less expensive than using a private vehicle. Arizona is behind the rest of the world in this important area, so let us advance Arizona during this new century. Leaders should ensure their working policies should include their coordination of planning with other organizations in the spirit of cooperation and mutual understanding.

Mr. Ryan commented, "If you're going to have HOV Lanes, you need space to do it well. There are HOV Lanes in this world where you have ramps at all points where you can get on and off the HOV Lanes, like you're suggesting to do at the intersection of I-10 and US60. If you do not do that, you increase the accident rate, like you now have out I-17 because people wanting to get out of the HOV Lane have to cross three lanes of traffic. Here is the great cause of accidents, trying to do it in a hurry before they get to the exit."

Chairman Beyer preempted the schedule to Agenda Item number 11.

11. Member Recognition

Chairman Beyer stated that it is very unfortunate that one of our members leaving us. Chairman Beyer stated, on behalf of CTOC, extending our grateful and sincere appreciation and dedicated service over the years. Chairman Beyer stated that he had never had a greater pleasure in serving with a man that made more of a contribution and more of a dedicated effort to us than Leo Mahoney has. Congratulations! Chairman Beyer presented Mr. Mahoney with a Certification of Appreciation.

Leo Mahoney stated that working with Bill Beyer has been real pleasure and he hopes that the rest of the Committee will realize this and support him in what he is trying to do because Bill Beyer is doing a fantastic job. Mr. Mahoney commended all the staff that has been involved in all the presentations in the last three years, "I know there is a helluva lot of work that goes into what you have to

do.” Mr. Mahoney stated that he particularly wanted to commend Chuck Eaton and Cyndi Selby for what they do. “Chuck, if he doesn’t have an answer, he’ll get back to your right of way. There is no question about it.” Mr. Mahoney stated, “Mary has got to realize that she’s got a darn good staff.”

9. Call to the Public

William “Blue” Crowley addressed the Committee regarding the HOV Lanes. Even if you take the HOV Lanes away and make it single occupancy, when does it then reach its critical mass also and we just have one more lane of congestion. Mr. Crowley stated that he sees HOV Lanes as being positive and continuing to work to get better with that. “I’d really like to see on that stretch of I-17, my tunnel. How long is that going to take?” Mr. Crowley stated that the minutes did not reflect that before this Committee, when it came to Grand Avenue and bike lanes on that, it is something that this Committee over the five times of presentations, made efforts to communicate to that Steering Committee. On the public input in this Committee, he would like a little more cooperation between CTOC and Governors Vision 21 Task Force. On the Park and Ride Lots, that went to election 1994, there is one paragraph that says that MAG and ADOT should be building Park and Ride Lots along with the construction of the freeway. What is happening with CANAMEX and Highway 85 and what is CTOC going to do as a Committee for a recommendation for this trade corridor-Loop 303, Vulture Mine Road—where is CTOC input into this corridor?

10. Next Meeting

**March 21, 2000, 5:00 p.m.
ADOT Administration Building
Transportation Board Room
206 South 17th Avenue
Phoenix, Arizona 85007**

11. CTOC Member Reports

A recommendation was made that the following items be scheduled at a future CTOC meeting.

- A representative of North Valley Partnership to present their plans
- A status report from Diane McCarthy of Wesmarc.

Brian Campbell commended ADOT for their efforts at Carriage Lane. Mr. Campbell stated that he met with Dick Wright and Mary Viparina of ADOT and the project engineers for the Gilbert Road, McDowell area to voice concerns in Mesa. ADOT will meet with homeowners, businesses, etc. prior to the meeting to ensure the meeting goes smoothly.

Leo Mahoney requested that he lobbied and worked very hard with the Pearl Harbor Survival Association. At that time, everything was passed so that they would have signs on the Pearl Harbor Memorial Highway. Mr. Mahoney failed to find any large signs coming in from California on I-10. Where is the location of these signs?

Ron Gawlitta recommended placing a sign on the Agua Fria (Loop 101) west traffic interchange regarding the Deer Valley Power Center – advising to get off at Rose Lane.

Scott Newton recommended ADOT and MAG officials have the opportunity to review the 1999 CTOC Annual Report. Mr. Eaton commented that the report has been distributed to officials of ADOT and MAG and stated Victor Mendez reviewed the report as it was being developed. Dan Lance recommended the review of this report to the Regional Freeway System members. It should be noted that distributions further included Mr. James Bourey, Executive Director of MAG and staff members of MAG, Governor Jane Dee Hull, the Legislative Transportation Sub-Committee, the State Transportation Board Members, County Board of Supervisors and other interested parties.

Paul Schwartz complimented Chuck Eaton, Bill Beyer and others involved in putting the 1999 CTOC Annual Report together and “on paper”, and stated that it is an excellent report.

The 1999 CTOC Annual Report is now on-line and can be reviewed at:
<http://www.dot.state.az.us/podium/CTOC/index.htm> **The report includes a clickable Table of Contents for quick review.**

Isaac Serna stated that it would be nice to have some type of tentative time line related to the South Mountain corridor. Chairman Beyer stated that this discussion regarding this project should continue to move along, hopefully gaining action.

Chairman Beyer expressed thanks to all who attended the CTOC meeting this evening.

Meeting Adjourned at 7:00 p.m.